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LAND USE ELEMENT

SEAL BEACH CALIFORNIA

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A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF SEAL BEACH ADOPTING A LAND USE ELEMENT TO
THE GENERAL PLAN OF THE CITY OF SEAL BEACH.

THE CITY COUNCIL OF THE CITY OF SEAL BEACH DOES HEREBY RESOLVE:

- WHEREAS, the California State Conservation Planning and Zoning Act (Title 7, Chapter 3, Article 5, Section 65302) sets forth enabling legislation for a Land Use Element; and
- WHEREAS, the City of Seal Beach has employed the planning consulting firm of Haworth, Anderson and Lafer to revise the Land Use Element to the General Plan for the City of Seal Beach; and
- WHEREAS, the planning consultants have worked closely with the City Council, Planning Commission, city staff and general public in order that community direction be properly defined; and
- WHEREAS, the preliminary Environmental Impact Report and proposed Land Use Element to the General Plan for the City of Seal Beach were considered by the City of Seal Beach Planning Commission at public hearings on August 29, 1973; and
- WHEREAS, the Planning Commission approved the Environmental Impact Report by Resolution No. 771, and approved the Land Use Element by Resolution No. 772; and
- WHEREAS, the City Council considered the proposed Land Use Element at a public hearing on Monday, September 24, 1973, and voted to refer four specific items to the Planning Commission for further study; and
- WHEREAS, the Planning Commission considered the four items at a meeting on Wednesday, October 10, 1973, and reported back to the City Council recommendations on the items;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Seal Beach does hereby adopt the Land Use Element to the General Plan attached hereto as Exhibit "A" and made a part hereof.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Seal Beach at a meeting thereof held on the 29th day of October, 1973, by the following vote:

AYES: Councilmen Blackman, Dunn, Halden, McKnew, Seles

NOES: Councilmen None

ABSENT: Councilmen None

Thomas E. Blackman
Mayor

ATTEST:

Jerry Weed
City Clerk

THE UNIVERSITY OF CHICAGO PRESS

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEAL BEACH ADOPTING AMENDMENTS TO THE LAND USE ELEMENT OF THE GENERAL PLAN DEALING WITH PUBLIC FACILITIES AND TO DESIGNATE THE EXISTING CITY YARD SITE FOR RESIDENTIAL USE.

THE CITY COUNCIL OF THE CITY OF SEAL BEACH DOES HEREBY RESOLVE:

WHEREAS, the Land Use Element of the General Plan was adopted in October, 1973; and

WHEREAS, the Land Use Element did not make provisions for a new police station or the relocation of the city yard; and

WHEREAS, it is now possible to relocate the police station and city yard in a more central location to better serve the needs of the residents; and

WHEREAS, the new location is compatible with surrounding land uses; and

WHEREAS, the existing city yard site is surrounded by a planned residential community; and

WHEREAS, the existing city yard site should be designated for medium density residential uses compatible with surrounding land uses; and

WHEREAS, a negative declaration was prepared for the project and the project has no adverse effect upon the environment; and

WHEREAS, the Seal Beach Planning Commission, by Resolution No. 973, recommended to City Council the adoption of the amendments to the Land Use Element.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Seal Beach does hereby adopt the amendments to the Land Use Element attached hereto as Exhibit "A" and made a part hereof. The City Clerk shall place an endorsement upon the amendments shown herein to designate that they have been adopted by the City Council of the City of Seal Beach on even date herewith.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Seal Beach at a meeting thereof held on the 12th day of April, 1976, by the following vote:

AYES: Councilmembers Barton, Blackman, Holden, McKee

NOES: Councilmembers None

ABSENT: Councilmembers Valles

[Signature]
Mayor

ATTEST:

I, Jodye Wain, City Clerk of the City of Seal Beach, California, do hereby certify that this is a true and correct copy of

...in the City Council ...
...the City Council ...
...the City Council ...

THE CITY COUNCIL OF THE CITY OF ...

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CITY COUNCIL

Thomas Blackman, Mayor
Frank Sales (Mayor 1972-73)
Harold Holden
Thomas Mc Knew
James Dunn

Dennis Courtemarche, City Manager

PLANNING COMMISSION

Charles "Mike" Knapp, Chairman
Edwin Ripperdan (Chairman 1972-73)
Susan Hammond
Merva Lanning
Robert Cook

Robert Neprud, Planning Director

NOT COMPLETED

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on the basis of the 1975-76
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PLANNED INVESTMENT

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INTRODUCTION

The purpose of this report is to provide a summary of the findings of the study conducted by the City of Los Angeles and the University of California, Los Angeles (UCLA) regarding the impact of the proposed Los Angeles International Airport (LAX) on the surrounding community. The study was conducted in 1965 and 1966, and its findings are presented in this report.

The study was conducted in two phases. The first phase was a survey of the community, and the second phase was a series of interviews with key community leaders. The survey results are presented in the following sections. The first section discusses the impact of the proposed LAX on the surrounding community. The second section discusses the impact of the proposed LAX on the surrounding community. The third section discusses the impact of the proposed LAX on the surrounding community. The fourth section discusses the impact of the proposed LAX on the surrounding community. The fifth section discusses the impact of the proposed LAX on the surrounding community. The sixth section discusses the impact of the proposed LAX on the surrounding community. The seventh section discusses the impact of the proposed LAX on the surrounding community. The eighth section discusses the impact of the proposed LAX on the surrounding community. The ninth section discusses the impact of the proposed LAX on the surrounding community. The tenth section discusses the impact of the proposed LAX on the surrounding community.

INTRODUCTION

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COMMUNITY GOALS

The community goals were developed by the City of Los Angeles and the University of California, Los Angeles (UCLA) in 1965 and 1966. The goals are presented in the following sections. The first section discusses the impact of the proposed LAX on the surrounding community. The second section discusses the impact of the proposed LAX on the surrounding community. The third section discusses the impact of the proposed LAX on the surrounding community. The fourth section discusses the impact of the proposed LAX on the surrounding community. The fifth section discusses the impact of the proposed LAX on the surrounding community. The sixth section discusses the impact of the proposed LAX on the surrounding community. The seventh section discusses the impact of the proposed LAX on the surrounding community. The eighth section discusses the impact of the proposed LAX on the surrounding community. The ninth section discusses the impact of the proposed LAX on the surrounding community. The tenth section discusses the impact of the proposed LAX on the surrounding community.

INTRODUCTION

INTRODUCTION

Planning is the process of establishing guides for decision making based on objectives determined by City policies. The Land Use Element is an outline, or a guide for decision making by both public and private sectors to direct the growth of either new construction or modernization of the community into the type of an environment desired by its people.

Adoption of the Land Use Element is not the end of the planning process, but only the beginning. Continued study, effort, support and the commitment of public and private funds will be required to implement the provisions and policies in the Plan. The Plan is a statement of current policy. If conditions change to the extent that land use or other policies require a change, the Plan should be restudied in a comprehensive manner to make sure that the changes proposed do not alter the balance between people and the facilities, utilities, and services that they require. Piecemeal change without indepth study would reduce the value of the Plan and defeat its purpose.

The time scale for development of many of the desirable or essential features of the Plan may change considerably due to unforeseen events that may surface at a later date. The significant proposals, however, should not be lost or deleted from the Plan unless they prove undesirable or impractical due to situations which come to light in the interim period.

COMMUNITY GOALS

The consultants have worked closely with members of the City Council, the Planning Commission, and the City Planning Staff to develop this Land Use Element. The workshop sessions with both the Council and Commission, and the weekly meeting with the City Planning Staff have contributed

greatly to the formulation of the Plan through the interpretation of community goals and community realities. The following tentative community goals have served as a general guide to aid in making the land use decisions that were necessary in the development of this Element.

1. FEATURES OF THE COMMUNITY

With increasing population pressure experienced throughout the metropolitan area, the City should maintain its own identity and seek new ways to preserve its unique character. Seal Beach's individual identity is due to its physical separation from other centers of urban development

People have been attracted to Seal Beach because of its geographical location, educational opportunity, attractive beaches, ideal climate and small town friendly character. A goal of the City should be to maintain and promote those social and physical qualities which enhance the character of the community and the environment in which we live.

2. WATERFRONT

Seal Beach's coastal setting distinguishes it from any adjacent communities. The shoreline, one of the City's most valuable assets, should be maintained and improved to provide maximum benefits to both residents and visitors. Acquisition of additional beachfront property at First Street and Ocean Avenue should be considered to enhance the attractiveness of this recreational facility. Preservation of the ecological balance of the waterfront and marshlands should be considered during review of any proposed developments in this area.

3. PARKS, RECREATION AND COMMUNITY BEAUTIFICATION

An important goal of the City should be to acquire and develop recreational facilities at strategic locations throughout the community. Because open land is rapidly being developed, acquisition of parksites should be accomplished at the earliest date. Development and main-

studies to the satisfaction of the plan through the satisfaction of community goals and community facilities. The following facilities community goals have served as a general guide to aid in making the land use decisions that are necessary in the development of this plan.

1. FEATURES OF THE COMMUNITY

With increased population pressure experienced throughout the metropolitan area, the City should maintain its low density and low cost type to preserve its unique character. Goal Beach's historical identity is due to its physical separation from other centers of urban development.

People have been attracted to Goal Beach because of its geographical location, educational opportunity, attractive beaches, ideal climate and well known friendly character. A goal of the City should be to maintain and preserve these social and physical qualities which enhance the character of the community and the environment in which we live.

2. WATERFRONT

Goal Beach's coastal setting distinguishes it from any adjacent communities. The shoreline, one of the City's most valuable assets, should be maintained and improved to provide maximum benefits to both residents and visitors. An addition of additional beachfront property at First Street and Ocean Avenue should be considered to enhance the attractiveness of this recreational facility. Preservation of the ecological balance of the waterfront and marine lands should be considered during review of any proposed development in this area.

3. PARKS, RECREATION AND COMMUNITY RECREATION

An important goal of the City should be to encourage and develop recreational facilities at strategic locations throughout the community, because open land is rapidly being developed, regulation of parks should be accomplished at the earliest date. Development and main-

tainment of these sites should follow in a relatively short period of time. The City should cooperate with other governmental agencies to promote a comprehensive plan of park acquisition and development.

A master plan should be developed for street tree planting and other community beautification programs with emphasis on major arterials entering the City.

4. POPULATION

Seal Beach has experienced rapid growth during the past decade. In the face of increasing population pressures, the City should encourage controlled growth while still maintaining its friendly atmosphere.

5. HOUSING

For more than half a century, Seal Beach has grown and developed. As a result, neighborhood identity is visible in the types of residential structures which have been constructed within various sections of the community. It should be a goal of the City to preserve its low and medium density residential character while still providing a wide choice of living accommodations and life styles for its residents.

6. COMMERCIAL

The City should explore available means to support and encourage commercial development within the community. Local, state and federal facilities should be developed and maintained within or adjacent to business districts in the City. A precise plan, emphasizing a waterfront theme, should be developed for the coastal business district.

7. PUBLIC FACILITIES

The City should anticipate population growth and plan for increased public service demands. Schools, libraries and municipal facilities

...of these areas should follow in a relatively short period of time. The City should cooperate with other governmental agencies to provide a comprehensive plan of both sanitation and development.

A master plan should be developed for water, sewer, electric and other municipal services. This program will include an urban area extending the City.

4. POPULATION

San Diego has experienced rapid growth during the past decade. In the face of increasing population pressure, the City should encourage controlled growth while still maintaining the family atmosphere.

5. HOUSING

The area has half a century, San Diego has grown and developed. As a result, neighborhoods are being built in the area of residential development which have been constructed with various methods of the community. It should be a goal of the City to preserve the low and medium density residential character while still providing a wide choice of living arrangements and the choice for the residents.

6. COMMERCIAL

The City should continue to encourage the growth of commercial development in the central business district. The City should encourage the development of commercial areas in the central business district and in the areas of the city which are adjacent to the central business district. A general plan, established as a policy of the City, should be developed to the extent that it is necessary to provide for the growth of the central business district.

7. PUBLIC FACILITIES

The City should continue to provide for the growth of public facilities. The City should continue to provide for the growth of public facilities and should maintain the quality of the public facilities.

should be located in such a manner as to provide the maximum level of service to all members of the community and to promote the objectives of the City.

8. INDUSTRY

Seal Beach should encourage development of non-noxious industry, such as research and development and other light industry, in areas where such activities would be compatible with existing land uses. The City does recognize the advantages of industry in providing jobs within the area and contributing to the tax base of the community.

9. CIRCULATION

Seal Beach should carefully consider the development of freeways, and/or rapid transit systems and endorse such proposals only when it is considered to be in the community's best interest. Efforts should be made to improve traffic circulation in the coastal section of the City.

10. ANNEXATION

The City should contemplate future annexations on the merits of each proposal. Seal Beach should only consider the annexation of unincorporated territories, or requests by unincorporated areas for annexation, when such action would prove beneficial to all parties involved.

11. RAILROAD RIGHT-OF-WAY

The abandoned Pacific Electric Railroad Right-of-Way has been established as a high priority area to be acquired by the City at the earliest opportunity. A majority of this area should be developed as a park-greenbelt according to a precise plan.

12. NAVAL WEAPONS STATION AND MARSHLANDS

It is recognized that the Seal Beach Naval

should be located in such a manner as to provide
the maximum level of service to all members of
the community and to preserve the objectives of
the City.

II. RECOMMENDATION

That Beach should encourage development of non-
residential industry, such as research and devel-
opment and other light industry, in areas where
such activities would be compatible with other
land uses. The City does not wish to
encourage or induce industry to provide jobs which
are not contributing to the well-being of the
community.

III. CONCLUSION

That Beach should carefully consider the devel-
opment of industry, and/or light transit use,
and encourage such development only when it is
determined to be in the community's best inter-
ests. Efforts should be made to improve public
facilities in the coastal section of the City.

IV. RECOMMENDATION

The City should encourage future development
on the basis of each proposal. That Beach
should only consider the development of non-
residential industry, or research and devel-
opment areas for non-residential, when such develop-
ment would provide benefits to all parties involved.

V. RAILROAD RIGHT-OF-WAY

The abandoned Pacific Electric Railroad Right-
of-Way has been established as a right of way
and is regulated by the City of Los Angeles
ordinances. A majority of this area should be
developed as a park-greenbelt according to a
master plan.

VI. NAVAL AIRPORT STATION AND MARSHLANDS

It is recommended that the Naval Beach Naval

Weapons Station, which contains large expanses of open, undeveloped land, constitutes a unique situation in a predominantly urban setting. It should be a goal of the City to work and cooperate with Federal interests to ensure preservation of many of this area's natural assets. Preserving the marshlands in a pristine state is considered to be a matter of high priority.

ISSUES

ISS



ISSUES

ISSUES AND POTENTIALS

To better understand the community of Seal Beach, a study was carried out through field and statistical research to evaluate the issues and potentials for the community. To facilitate this research, the City was divided into fairly distinct planning districts (fig. 1). Through this research, the City was able to focus on the areas that needed the most consideration for the future development of the community. The following text is a brief summary of the perceived issues and potentials for the community.

COASTAL AREA PLANNING DISTRICT

1. Pacific Electric Right-of-Way

Issue:

What land use alternatives are feasible for this centrally located, linear vacant parcel of land?

Potential:

The land use alternative or combination of alternatives for this property that are eventually implemented will have a significant impact on the Coastal Area, either as open space, recreation, or public facilities (e.g., library, senior citizens' center, Red Car Museum, auto parking, etc.).

2. Los Angeles Department of Water and Power

Issue:

What feasible land use alternatives can be generated for this vacant 9 acre parcel?

Potential:

This vacant parcel (approximately 9 acres) is located at the water's edge on the San Gabriel River, with good access

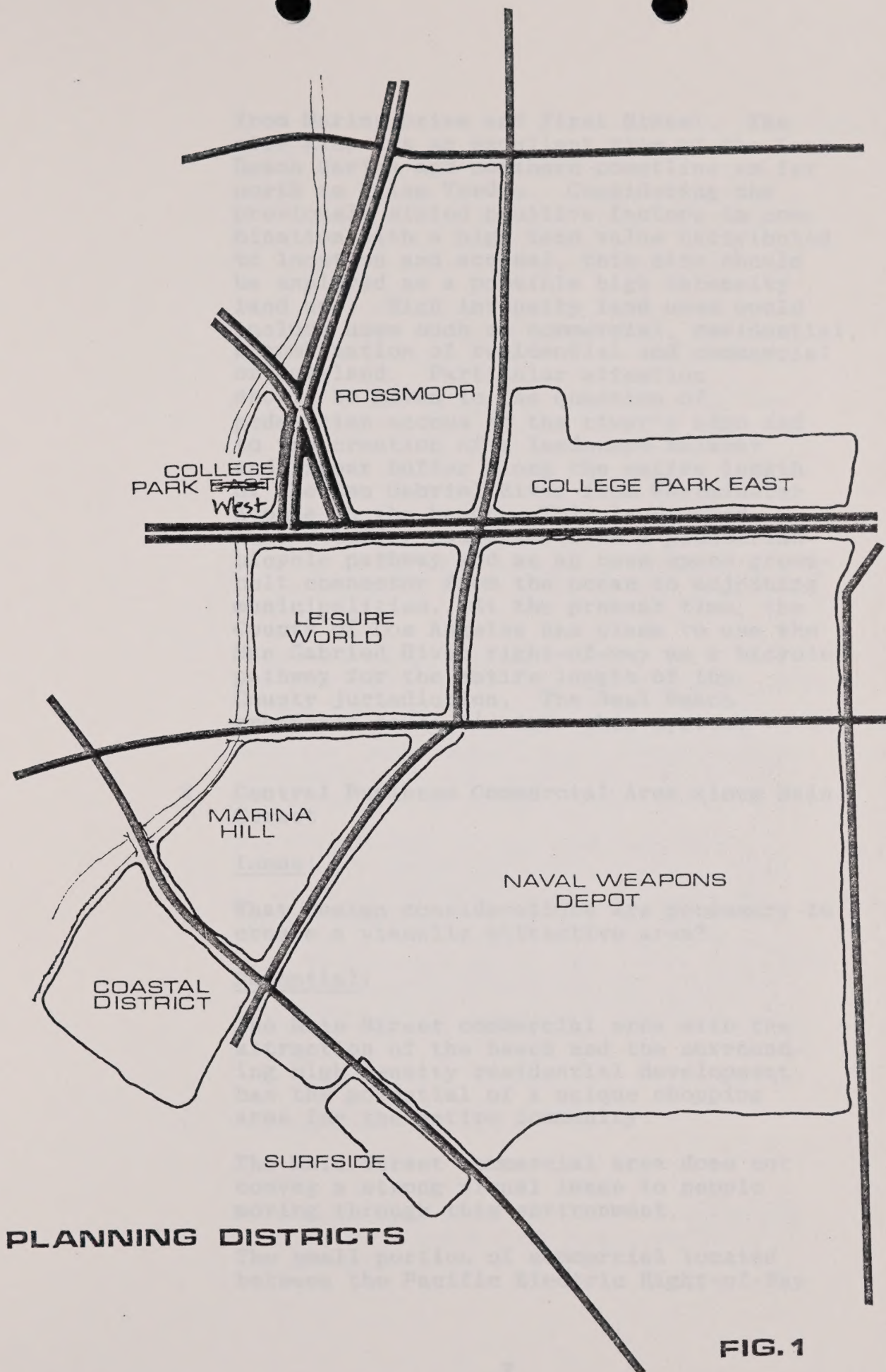


FIG. 1



from Marina Drive and First Street. The site also has an excellent view of the Long Beach Marina and northern coastline as far north as Palos Verdes. Considering the previously stated positive factors in combination with a high land value (attributed to location and access), this site should be explored as a possible high intensity land use. High intensity land uses could include uses such as commercial, residential, a combination of residential and commercial or parkland. Particular attention should be given to the question of pedestrian access to the river's edge and to the creation of a landscape walkway and linear buffer along the entire length of the San Gabriel River from Westminster Avenue to the beach. This landscaped linear buffer could serve as a pedestrian-bicycle pathway and as an open space greenbelt connector from the ocean to adjoining municipalities. At the present time, the County of Los Angeles has plans to use the San Gabriel River right-of-way as a bicycle pathway for the entire length of the County jurisdiction. The Seal Beach greenbelt could tie into this system.

3. Central Business Commercial Area along Main Street

Issue:

What design considerations are necessary to create a visually attractive area?

Potential:

The Main Street commercial area with the attraction of the beach and the surrounding high density residential development has the potential of a unique shopping area for the entire community.

The Main Street commercial area does not convey a strong visual image to people moving through this environment.

The small portion of commercial located between the Pacific Electric Right-of-Way

and the Coast Highway seems to be more closely aligned physically and psychologically with the Coast Highway commercial area. If these two areas are to be tied together functionally, the Pacific Electric Right-of-Way fronting on Main Street will have to be designed to create a strong unifying bond.

To create a strong visually attractive environment for Main Street, focal points should be created.

A focal point should be developed at the beachfront to draw people through the commercial area. A second focal point should be created at the Pacific Electric Right-of-Way and Main Street to tie the two commercial areas together. A minor focal point could also be created at the intersection of Central Avenue and Main Street to connect the civic area to the business area.

A central design theme concept would tie the commercial area together visually. The design theme could be as simple as coordinated signing, street furniture, textured walkways, and landscaping. These design considerations can become the "guts" of a unique area that shoppers are attracted to.

The orientation of the consumer market is another important consideration, both in terms of design for the area and the types of commerce that will continue to exist in a free market economy. The primary market made up of year round residents requires convenience goods for everyday existence, while the secondary market of tourist trade is basically only 3-4 months a year.

4. Residential Densities

Issue:

What realistic densities can be developed without creating a high rise residential environment?

Potential:

The goal of this particular issue is to evaluate all positive and negative environmental impacts that may occur as a result of high rise/high density developments.

MARINA HILL DISTRICT

1. Parcel of land between Gum Grove Park and the North American Rockwell facilities

Issue:

What are the future land use possibilities for this land?

Potential:

This parcel of land, located in a County island north of Gum Grove Park, is presently being utilized for oil products extraction. The life expectancy of this use is approximately 10 to 15 years.

Of primary environmental concern for future development of this area is the existence of the Seal Beach Fault (an active fault trace). The design for any use in this area will have to compensate for possible land movement due to the fault trace.

2. Parcel of land owned by the State of California, located at the intersection of the Pacific Coast Highway and First Street

Issue:

What are the future land use possibilities for this land?

Potential:

The future of this parcel is critical in the sense that it is located at one of the major entrances to the community

3. County Flood Control Basin

Potential:

The goal of this potential study is to evaluate all possible and realistic scenarios and estimate that they could be a result of high frequency seismicity development.

MINIMA WITH DISCUSSION

1. Potential of land between the Green Lake and the North American Trenches

Issues:

What are the future land use possibilities for this land?

Potential:

This parcel of land, located in a fairly remote area of the Green Lake, is currently being utilized for oil storage and is not being utilized for other purposes. The life expectancy of this use is approximately 10 to 15 years.

Of primary environmental concern for future development of this area is the potential for the Green Lake. The water level in the lake will have to be maintained for future land development due to the fact that

2. Potential of land owned by the State of Alaska, located at the intersection of the Pacific Coast Highway and State Street

Issues:

What are the future land use possibilities for this land?

Potential:

The future of this parcel is critical to the future of the State of Alaska. The parcel is located at one of the major entrances to the community

2. Coastal Town Council Estate

Issue:

Can the Flood Control Basin and adjacent land be used for some use that is compatible?

Potential:

The issue under consideration here is the use of adjacent land to the flood basin and the possible use of the basin during non-flood times. One concept that has been considered is a regional park designed in conjunction with the flood basin.

LEISURE WORLD DISTRICT

1. Noise and soot outfall generated by the steam plant located in the County of Los Angeles

Issue:

The noise impact has been documented in a noise study prepared by the City of Seal Beach.

Potential:

This is an issue that goes beyond the realm of land use planning for Seal Beach and becomes a problem to be resolved more from air and noise pollution issues between the County of Los Angeles and Seal Beach (with the cooperation of the County of Orange).

COLLEGE PARK WEST PLANNING DISTRICT

Issue:

Lack of identity with the City of Seal Beach

Potential:

There does appear to be a psychological separation of this district from the City, mainly created by the physical boundaries of the freeways and the river. This does not mean that this problem cannot be re-

Issue:

On the first of these points, the fact that the land is used for some other purpose is not a defense.

Potential:

The issue under consideration here is the use of adjacent land to the flood plain and the availability of the water during non-flood periods. The purpose of the flood plain is to provide a natural path for flood water, in conjunction with the flood plain.

THIRD FLOOD DISTRICT

1. Notes and other matters presented by the flood plain located in the County of San Diego.

Issue:

The notes presented have been documented in a notice duly prepared by the City of San Diego.

Potential:

This is an issue that has been presented to the flood plain planning for San Diego and the County of San Diego. The flood plain is a natural path for flood water, in conjunction with the flood plain. The purpose of the flood plain is to provide a natural path for flood water, in conjunction with the flood plain.

FOURTH FLOOD DISTRICT

Issue:

Lack of identity with the City of San Diego.

Potential:

There does appear to be a psychological separation of this district from the City, which is created by the physical boundaries of the flood plain and the river. This does not mean that this problem cannot be solved.

solved by means other than land use planning (e.g., community activities, newsletters, etc.).

COLLEGE PARK EAST PLANNING DISTRICT

1. City Parks

Issue:

There is a lack of City park space in this district. What land use decisions can be made to help rectify this problem?

Potential:

Due to the lack of available vacant land for park space, the only apparent solution is to apply conscientious design methods to the present parks and to the very limited vacant land available (Heather-Lampson site) to create desirable and usable parkspace.

2. Vacant (7.85 acre) parcel of land located on Lampson Avenue, adjacent to the golf course

Issue:

What land use alternatives are available for this parcel of land:

Potential:

This issue has generated considerable discussion in the community as to a possible land use for the parcel. The land use possibilities are either a City park, a low density residential use, a medium density residential use, or a high density residential use. The most feasible alternative appears to be a medium density residential development.

3. Noise generated by the Los Alamitos Naval Air Station and the San Diego Freeway

Issue:

What can be done to minimize the noise impact on adjacent lands?

Potential:

The resolution of the noise generated by the air station rests with the decisions reached on the future use of Los Alamitos Naval Air Station.

Specific design solutions such as extremely high cement block fences can aid in lowering the noise level perceived by the residents adjacent to the San Diego Freeway. The State Division of Highways is installing these at other locations in Southern California to abate noise.

NAVAL WEAPONS BASE PLANNING DISTRICT

Issue:

What are the future plans by the Department of the Navy for this Naval Base?

Potential:

The Navy has indicated that they intend to operate this base for a long time into the future.

SURFSIDE PLANNING DISTRICT

Issue:

A substantial amount of residential construction is occurring on existing small lots in this district. The new development on small existing lots is beginning to create a very dense residential situation.

Potential:

This is a community with strong beach orientation with the potential of having a unified neighborhood image. The unplanned

Issue:

That the law is not to be applied in the same manner in all cases.

Possibility:

The possibility of the law being applied in the same manner in all cases is not a possibility.

It is not a possibility that the law will be applied in the same manner in all cases. The law is not a possibility.

Issue:

Issue:

That the law is not to be applied in the same manner in all cases.

Possibility:

The law is not a possibility that the law will be applied in the same manner in all cases.

Issue:

Issue:

A possibility that the law will be applied in the same manner in all cases is not a possibility.

Possibility:

It is not a possibility that the law will be applied in the same manner in all cases.

and continuous construction of new residential units with little thought to consistent design and their impact on community facilities needs to be investigated more thoroughly.

and continued construction of new facilities
and also the 1940s through the 1950s
and 1960s and the impact of economic
facilities made to be industrialized
theology.

POPULATION PROJECTIONS

The United Nations estimates that the world population will reach 7.5 billion by the year 2000. This is based on the assumption that the current rate of population growth will continue. The United Nations also estimates that the world population will reach 8.5 billion by the year 2025. This is based on the assumption that the current rate of population growth will continue.

The United Nations also estimates that the world population will reach 9.5 billion by the year 2050. This is based on the assumption that the current rate of population growth will continue. The United Nations also estimates that the world population will reach 10.5 billion by the year 2100. This is based on the assumption that the current rate of population growth will continue.

The United Nations also estimates that the world population will reach 11.5 billion by the year 2150. This is based on the assumption that the current rate of population growth will continue. The United Nations also estimates that the world population will reach 12.5 billion by the year 2200. This is based on the assumption that the current rate of population growth will continue.

POPULATION

The United Nations also estimates that the world population will reach 13.5 billion by the year 2250. This is based on the assumption that the current rate of population growth will continue. The United Nations also estimates that the world population will reach 14.5 billion by the year 2300. This is based on the assumption that the current rate of population growth will continue.

POPULATION

POPULATION PROJECTION

A very limited population growth of 2680 can be expected to occur within the City on the basis of policies proposed in the Land Use Element. The coastal area can be expected to increase approximately 1400 people if this area develops to the density proposed within the Land Use Element. The small parcel of land designated as low density residential located behind Marina Hill would add approximately 800 people. The high density residential area located directly behind the Rossmoor Center can be expected to increase approximately 330 new residents, and the medium density land use in the College Park East neighborhood can be anticipated to increase approximately 150 additional people to the City. When these situations occur, the population for the City can be expected to rise from a present population of approximately 27,400 to 30,080.

A distinction should be made between the present General Plan (adopted in 1966) population projection and the population projection in this Land Use Element. The General Plan proposes land uses that would permit the City population to rise to approximately 60,000 people (including Rossmoor) by the year 1985. The General Plan projection is based on that Plan's proposals for high rise residential development in the coastal area. On the other hand, this Land Use Element, which proposes no such high rise uses, projects a population of only 30,080 by 1985. The difference in population projections from the General Plan and the new Land Use Element is due mainly to the lower proposed residential densities for the coastal area.

SUMMARY TABLE

Change in population between the 1970 and 1980 censuses was the result of a number of factors, including migration and natural increase. The population growth of the City was primarily the result of migration and not a high birth rate. The 1980 population change is attributed to the 1970-80 period of the City's population growth.

POPULATION

The following table shows the population of the City and the population of the various areas of the City for the years 1970 and 1980.

1970

City of Chicago 2,896,000

City of Chicago 2,896,000

Commercial

Professional

Office 2,896,000
Service 2,896,000
General 2,896,000

Industrial

Light

City of Chicago 2,896,000

High-Rise

City of Chicago 2,896,000

Public

City of Chicago 2,896,000

Public Area 2,896,000

Recreation 2,896,000

City Schools 2,896,000

Food Service 2,896,000

City of Chicago 2,896,000

Public 2,896,000

City of Chicago 2,896,000

City of Chicago 2,896,000

City of Chicago 2,896,000

City of Chicago 2,896,000

City of Chicago 2,896,000

City of Chicago 2,896,000

City of Chicago 2,896,000

City of Chicago 2,896,000

City of Chicago 2,896,000

City of Chicago 2,896,000

SUMMARY TABLE

SUMMARY TABLE OF EXISTING AND
PROPOSED LAND USES IN ACRES

Change is expected to occur within the City, mainly in the Coastal District where the impact of a beach attraction for visitors and an inviting residential environment exist. The remaining portions of the City are considered to be stable and of a high quality so that no substantial change is anticipated within the life span of the Land Use Element, 1985.

LAND USE TABLE

The following table depicts the existing and the proposed land use acreages for each land use category.

<u>Residential</u>	<u>Existing Acres</u>	<u>Additional Proposed Acres</u>	<u>Total Acres</u>
Low	602	40	642
Medium	599	9	608
High	143	13	156
<u>Commercial</u>			
Professional Office		3	33
Service	54	5	59
General	170	28	198
<u>Industrial</u>			
Light	71	55.2	126.2
Oil Extraction	100		100
<u>Quasi-Public</u>			
Golf Course	208		208
<u>Public</u>			
City Parks	12.7	25.5	38.2
Special Use Recreation	10.5		10.5
City Schools	18.4		18.4
Flood Basin			
Regional Park -	38.0		38.0
Beaches	52.0		52.0

LAND USE TABLE (cont.)

<u>Public</u>	<u>Existing Acres</u>	<u>Additional Proposed Acres</u>	<u>Total Acres</u>
Police Station		1.5	1.5
Fire Stations	1.0		1.0
Civic Center	.6		.6
City Yard	3.0		3.0
P.E. Right-of-Way	8.2		8.2
<u>Military</u>	5000		5000
<u>Vacant</u>	<u>180.2</u>		<u> </u>
TOTAL	<u>7271.6</u>		<u>7271.6</u>

RESIDENTIAL

RESIDENTIAL LAND USE

RESIDENTIAL LAND USE - IDENTIFYING RESOURCES

Residential uses take many forms, varying from single family houses and row or town houses to apartment houses. The major consideration in identifying resources is how the units are arranged as well as the many ways there are to use a piece of land.

RESIDENTIAL USE STUDY - IDENTIFYING RESOURCES

The first step in the study is to identify the residential uses in the area. This is done by looking at the land use map and the aerial photograph. The next step is to identify the resources for each use. This is done by looking at the land use map and the aerial photograph. The final step is to identify the resources for each use. This is done by looking at the land use map and the aerial photograph.

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RESIDENTIAL

RESIDENTIAL LAND USE

RESIDENTIAL LAND USE: INTRODUCTORY REMARKS

Residential uses take many forms, varying from single family houses and row or town houses to apartment houses. The major environmental differences relate to how the units are arranged as well as to how many units there are on a given parcel of land.

Residential Lot Areas: Terminology

"Lot area" is the relationship between the lot area in square feet and one dwelling unit. As the lot area per dwelling unit decreases, the number of dwelling units in any given area will increase. The following residential proposals indicate the range of lot area per dwelling unit from the relatively small lots of the Coastal Area to the larger lots of College Park East and West.

LOW DENSITY RESIDENTIAL PROPOSALS

(Minimum lot area of 5000 square feet per dwelling unit)

This density classification allows for the typical subdivision patterns found throughout Southern California.

Existing Low Density

Marina Hill, College Park West, and College Park East are all very stable good quality low density residential neighborhoods. Due to the stability and excellent quality of these residential neighborhoods, it is not expected that there will be any significant change in these areas during the life span of the Land Use Element.

Proposed Low Density Residential

The only area proposed for additional low density residential use is the parcel of undeveloped land located to the west and north of Gum Grove Park and to the east of the First Street extension. It is estimated that the approximately 60 acres can be expected to yield 230 dwelling units, at low density development, and approximately 800 people.

RESIDENTIAL LAND USE

RESIDENTIAL LAND USE: SUBSTANTIAL EVIDENCE

Substantial evidence exists that the proposed project is a residential use. The project is located in a residential area and is surrounded by other residential uses. The project is a single-family detached house and is not a commercial or industrial use. The project is a residential use and is not a commercial or industrial use.

Residential Land Use: Substantial Evidence

"The area" is the relationship between the lot and the surrounding area. The lot is a residential lot and is surrounded by other residential lots. The lot is a residential lot and is not a commercial or industrial lot. The lot is a residential lot and is not a commercial or industrial lot.

THE PROJECT IS A RESIDENTIAL PROJECT. (Minimum lot area of 6000 square feet for dwelling units)

This density classification allows for the typical subdivision pattern found throughout Sonoma County, California.

Estimate for Density

Based on the information provided, the project is a residential use. The project is a single-family detached house and is not a commercial or industrial use. The project is a residential use and is not a commercial or industrial use.

Proposed for Density Classification

The only area proposed for residential use is the area of the project. The project is a residential use and is not a commercial or industrial use. The project is a residential use and is not a commercial or industrial use.

Also shown on the Land Use Element is a greenbelt buffer system located along the northern and western boundary of this proposed residential area to both buffer future residential neighborhoods from the adjacent oil extraction and to provide a continuous landscape link from the Gum Grove Park to Pacific Coast Highway. This landscape buffer could then serve as a bicycle and a hiking link from the Coastal Area to the Gum Grove Park.

MEDIUM DENSITY RESIDENTIAL PROPOSALS

(Minimum lot area of 2500 square feet per dwelling unit)

(Minimum lot area of 1875 square feet per dwelling unit in District 1 south of Pacific Coast Highway)

The medium density classification allows for a number of housing types: single family housing in clusters, town houses (i.e., a group of dwellings with common walls), two family housing arrangements on single lots, and other similar forms of multiple family housing.

Existing Medium Density Residential

There are three existing medium density areas in the City: Leisure World, Suburbia, and the residential neighborhood located between the Coast Highway, the Pacific Electric Right-of-Way, Seal Beach Boulevard, and Twelfth Street. The residential neighborhoods of Suburbia and Leisure World are very stable areas that are not subject to change during the life span of the Land Use Element. The medium density residential neighborhood in the Coastal Area is less stable, experiencing at the present time a transition from fairly low densities to higher residential densities. This transition is due mainly to the combination of rising land costs, older structures, and a tremendously inviting beach environment.

Proposed Medium Density Residential

At present, there are four areas of proposed new medium density residential development and private rehabilitation within an established medium density neighborhood. The area under private rehabilitation is the neighborhood in the Coastal Area

Also shown on the map is the location of a proposed
highway passing through the northern and western
portions of this proposed residential area. The
highway would provide access to the proposed
residential area from the main highway and the
proposed highway. The proposed highway would also
provide access to the proposed residential area from the
main highway and the proposed highway.

THE PROPOSED RESIDENTIAL DEVELOPMENT
WILL BE LOCATED IN THE NORTHWEST CORNER OF THE
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DEVELOPMENT WILL BE LOCATED IN THE NORTHWEST
CORNER OF THE PROPOSED RESIDENTIAL AREA.

bounded by the Pacific Coast Highway, Seal Beach Boulevard, the Pacific Electric Right-of-Way, and Twelfth Street. This area is proposed to remain as medium density with a minimum lot area of 1875 square feet per dwelling unit. This lot area will facilitate the consolidation of lots so that a combination of one and a half lots will allow a duplex or two-unit structure. A small portion of this residential neighborhood is designated as high density (standards discussed in following section), the frontage lots along Electric Avenue and Twelfth Street.

The second area proposed is the 7.85 acre parcel located on Lampson Avenue in College Park East. A minimum lot area of 2500 square feet per dwelling unit is proposed for this parcel.

The third medium density residential area is the Department of Water and Power parcel in the Coastal District. This parcel due to its unique location has generated intense interest within the community and due to the unique location it is felt that further study is required to determine the exact proportions of uses for this parcel. The recommended uses include medium density residential, commercial, and parkland. Since this parcel is critically located both for private development and for public use, a planned unit concept with strict design standards should be applied by the City to assure a high quality development.

The fourth medium density residential area is approximately 3 acres of land now utilized as the City Yard. Upon relocation of the City Yard to a more centralized location this site could be redeveloped with residential units that would be compatible with those found in Bridgeport.

HIGH DENSITY RESIDENTIAL PROPOSALS

(Minimum lot area of 1350 square feet per dwelling unit)
(Minimum lot area of 1250 square feet per dwelling unit in District I south of Pacific Coast Highway and Marina Drive)
(Minimum lot area of 960 square feet per dwelling unit in District VI, consisting of the Rossmoor Business Center)

This density classification allows for the highest density considered appropriate for Seal Beach. The intensity of developments at this density requires detailed consideration of traffic circulation, relationships of larger buildings to each other and to open spaces, and the provision of usable outdoor living areas for residents.

It has been determined that the concept of high rise development and the densities associated with

located in the Pacific Coast Highway, San Diego County, California. The property is situated on a hillside overlooking the Pacific Ocean. The property is approximately 100 acres in size and is currently being developed for residential use. The development is planned to consist of approximately 100 single-family homes. The homes are to be built on a hillside overlooking the Pacific Ocean. The development is planned to be completed by 1980.

The proposed development is located in the San Diego County, California. The property is approximately 100 acres in size and is currently being developed for residential use. The development is planned to consist of approximately 100 single-family homes. The homes are to be built on a hillside overlooking the Pacific Ocean. The development is planned to be completed by 1980.

The proposed development is located in the San Diego County, California. The property is approximately 100 acres in size and is currently being developed for residential use. The development is planned to consist of approximately 100 single-family homes. The homes are to be built on a hillside overlooking the Pacific Ocean. The development is planned to be completed by 1980.

The proposed development is located in the San Diego County, California. The property is approximately 100 acres in size and is currently being developed for residential use. The development is planned to consist of approximately 100 single-family homes. The homes are to be built on a hillside overlooking the Pacific Ocean. The development is planned to be completed by 1980.

WIND DENSITY ESTIMATION METHODS

The proposed development is located in the San Diego County, California. The property is approximately 100 acres in size and is currently being developed for residential use. The development is planned to consist of approximately 100 single-family homes. The homes are to be built on a hillside overlooking the Pacific Ocean. The development is planned to be completed by 1980.

The proposed development is located in the San Diego County, California. The property is approximately 100 acres in size and is currently being developed for residential use. The development is planned to consist of approximately 100 single-family homes. The homes are to be built on a hillside overlooking the Pacific Ocean. The development is planned to be completed by 1980.

The proposed development is located in the San Diego County, California. The property is approximately 100 acres in size and is currently being developed for residential use. The development is planned to consist of approximately 100 single-family homes. The homes are to be built on a hillside overlooking the Pacific Ocean. The development is planned to be completed by 1980.

such structures is not in accord with the goals of the community. This residential classification will allow for the development of a two unit, or duplex on the average lot in the Coastal Area.

Existing High Density Residential

High density residential exists in three locations in the City: the area directly adjacent to the Rossmoor Center, Surfside, and the Coastal Area. The residential developments located behind the Rossmoor Center are fairly new and very stable and should remain so for some time. The Surfside residential neighborhood is presently undergoing a constant rebuilding of old structures to update them, and in some cases, to entirely replace them. The only remaining high density area is the Coastal Area where there is a constant rebuilding going on. This rebuilding can be attributed to three main reasons: rising cost of land, the deterioration of older structures, and the extremely inviting beach living environment.

Proposed High Density Residential

The Coastal Area is where the greatest residential change is taking place. As previously discussed, this area is subject to a continuing transition from the older single and multi-family residential units to new high density units. It is anticipated that approximately 70% to 80% of the existing single family units and vacant lots will convert to residential units (two units per lot) in the time frame of this plan. A population growth of approximately 1400 people can be expected with this transition.

COMMERCIAL LAND USE

This document is a preliminary study of the commercial land use potential of the area. It is intended to provide a general overview of the area and to identify the major commercial land use opportunities.

The area is located in the central part of the city and is bounded by the city limits to the north and south. The area is primarily residential, but there are several commercial areas scattered throughout. The major commercial areas are located along the main thoroughfares and are primarily retail and service oriented. The area is well served by public transportation and has a high potential for further commercial development. The area is also well located for the development of new commercial facilities, such as offices, hotels, and restaurants. The area is a prime location for commercial development and has a high potential for growth.

The area is well located for commercial development and has a high potential for growth. The area is well served by public transportation and has a high potential for further commercial development. The area is also well located for the development of new commercial facilities, such as offices, hotels, and restaurants. The area is a prime location for commercial development and has a high potential for growth.

COMMERCIAL LAND USE

A variety of commercial uses are permitted in this area, including retail, service, and office uses. The area is well located for commercial development and has a high potential for growth.

COMMERCIAL

COMMERCIAL LAND USE

This proposed land use plan broadly identifies locations for the following commercial categories: professional office, service, and general.

The visual problems traditionally associated with commercial development is that each establishment is too often conceived and designed as though it is to exist alone or in a vacuum. Each development is often designed with only its particular economic requirements in mind, using materials and signs with no regard for adjacent developments. Even if the establishments are well-conceived as individual entities, the overall effect is commonly one of visual clutter. The commercial areas of Pacific Coast Highway and Main Street are particularly susceptible to visual clutter due to the lack of a design criteria applied to these areas. A superior overall visual environment could be achieved through the application of criteria ensuring compatible materials, colors, textures, and architectural styles.

The existing commercial areas of the City vary widely in their appeal to the various sectors of the community. The Rossmoor Center primarily serves low density singly family neighborhoods with relatively large families. The Leisure World shopping area serves Leisure World residents, and the Pacific Coast Highway serves both local residents and transient shoppers. The Main Street commercial serves both local residents and, to some extent, beachgoing people from other areas. The diversity in market attraction of the various commercial areas indicates that each area should be treated differently than any of the others due to the particular clientele of each.

PROFESSIONAL OFFICE LAND USE

A variety of activities are covered by the proposed office category, including professional

COMMERCIAL LAND USE

This proposed land use plan broadly identifies locations for the following commercial uses: business, professional office, service, and general.

The visual problems traditionally associated with commercial development in that each neighborhood is not often conceived and designed as though it is to exist alone or in a group. Each development is often designed with only its particular economic requirements in mind, while economic and other needs for the neighborhood as a whole are ignored. Even if the neighborhood is well-served as an individual unit, the overall effect is commonly one of visual clutter. The commercial areas of Pacific Coast Highway and Main Street are particularly susceptible to visual clutter due to the lack of a design criteria applied to these areas. A superior overall visual environment could be achieved through the application of standards governing building setbacks, colors, materials, and architectural details.

The existing commercial areas of the City vary widely in their impact on the various portions of the community. The downtown district is generally more visually active than other commercial areas. This is due to its location along Main Street, Pacific Coast Highway, and the Pacific Coast Highway. Both local residents and visitors are attracted to the Main Street commercial center (both local and visitors) and to some extent, the downtown area. The downtown area is the most visually active of the various commercial areas. It is the most visually active area in the city and is the most visually active area in the city.

PROFESSIONAL OFFICE LAND USE

A variety of activities are covered by the proposed office category, including professional

and medical offices of all types, architects, engineers, real estate and insurance offices, banks, savings and loan establishments and other types of financial activities.

Existing Professional Office Uses

There are professional office uses dispersed throughout the community, particularly along the Pacific Coast Highway and along Main Street.

Proposed Professional Office Uses

Only one location is specifically identified on the proposed Land Use Element map for office use, and that is at the intersection of Marina Drive and the Pacific Coast Highway. This is not to say that offices would be limited to this designated area. Small offices may also be located within retail shopping centers. Where office uses are specified on the Land Use Element map, it is intended that these areas be reserved exclusively for offices and related activities. Access by way of major arterials is essential due to the intensity of office uses. Adequate off-street parking, landscaping and other amenities are also necessary to assure a high quality of development.

SERVICE COMMERCIAL LAND USE

The uses in this category would consist of commercial establishments selling a broad range of convenience and consumer goods or providing a variety of personal services. The structures involved would usually be two main types: (1) those that are located along the streets with relatively heavy pedestrian traffic along the sidewalks, with the stores usually close to the right-of-way line, and (2) those establishments to which the customer travels by automobile, and where the stores may be set back from the road, possibly in a unified development, to provide parking.

Existing Service Commercial Uses

Existing commercial areas that are designated "Service Commercial" by zoning classification are: the Pacific Coast Highway, the Seal Beach Shopping Center, and the Leisure World Shopping Center. By the types of land uses that are actually occurring in these areas, only the Seal Beach Shopping Center and the Leisure World Shopping Center serve the function of service commercial. Even though, by current City zoning classification, the Pacific Coast Highway is designated as "Service Commercial," it is presently serving the function of general commercial uses (i.e., oriented to arterial highway uses).

Proposed Service Commercial Uses

The proposed Land Use Element would continue the Seal Beach Shopping Center and the Leisure World Shopping Center as functioning service commercial uses. Main Street commercial is also proposed to be designated a service commercial use, which it already is, according to its current function. The present City zoning classification designates Main Street as a "General Commercial" use.

As pointed out earlier, the proposed new land use designation would be a name change only, because the present existing uses are of a service commercial nature.

Main Street commercial, with the attraction of the beach and with the proximity of relatively high density residential, has the potential to become a unique shopping area. At the present time, Main Street is almost entirely a vehicle oriented commercial area. With a potentially strong attraction for beach users, this commercial area can and should turn to a more pedestrian-oriented environment through the design application of textured walkways, new street furniture, coordinated sign graphics, landscaping, lighting, and a unified architectural treatment.

The positive environment of a commercial area can act as a magnet to draw people, or if negative, the environment can repel potential customers. Of prime consideration is a pleasing environment, incorporating the following amenities:

Street Graphics (Signs, Logos, or Special Lighting)

Well designed street graphics can be used to announce to the pedestrian, the cyclist, or the motorist that he is approaching a distinctive area which contains a concentration of some special service or facility of the community.

Walkways

Walkways can guide the activities and movements of pedestrians, can even direct their attention, or prevent their intrusion on certain areas. The texture of the walkways is a very immediate and personal kind of experience for the pedestrian.

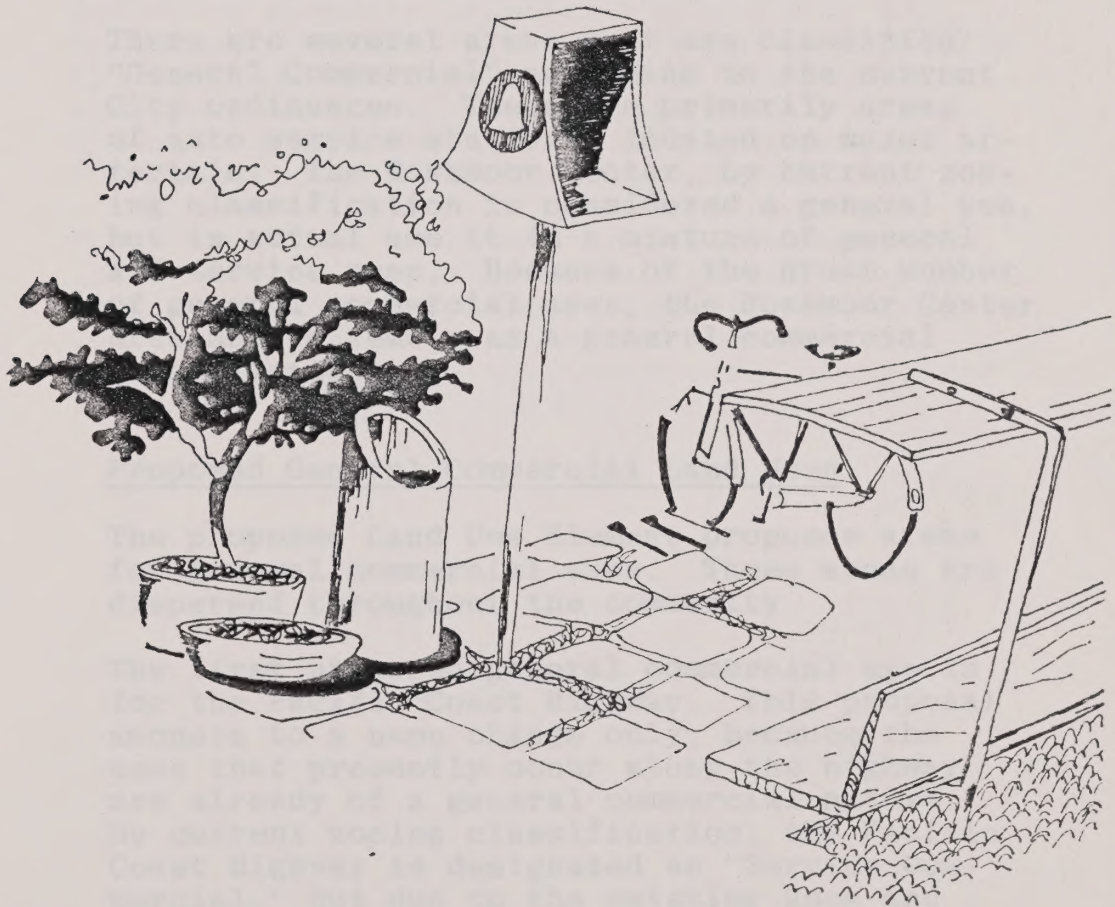
The materials of walkways strongly influence usability and comfort; they can be patterned, textured, and colored. Smooth materials encourage walking, while rough surfaces inhibit walking. A change of texture in paving can cause a feeling of transition from space to space. An excitement can be created for the pedestrian whether he is a casual shopper or directed toward a destination. Pedestrian lighting needs to be created to be more in tune with pedestrian movement rather than vehicular travel. The use of landscape materials is the method that can be employed to soften the sometime harsh texture of circulation paths and building structures.

Street Furniture

Street furniture is the small element in an outdoor space that creates an image for that space. Such elements are benches, signs, lights, mail-

boxes, drinking fountains, kiosks, trash containers, fire hydrants, traffic lights, newspaper stands, clocks and planters. We tend to pay far too little attention to street furniture in their design and placement when in reality they are important image-makers for the City. Street furniture for walkway use would include benches, drinking fountains, informational kiosks, lighting, and other amenities that make walking a pleasant and safe experience.

Main Street will need extensive study, both economic and design, to create an exciting and strong commercial area.



A small service commercial area is also proposed at the northwest intersection of the Pacific Coast Highway and First Street. Particular attention should be paid to the visual and functional design use or uses for this area because it serves as a major entrance to the community.

GENERAL COMMERCIAL LAND USE

The proposed general commercial land use category is primarily a highway oriented type of commercial use typified by the following uses: automobile service stations, automobile sales, automobile repairing, motels and hotels, restaurants, and other related uses.

Existing General Commercial Uses

There are several areas that are classified "General Commercial" according to the current City ordinances. These are primarily areas of auto service stations, located on major arterials. The Rossmoor Center, by current zoning classification is considered a general use, but in actual use it is a mixture of general and service uses. Because of the great number of general commercial uses, the Rossmoor Center area should remain as a general commercial classification.

Proposed General Commercial Land Uses

The proposed Land Use Element proposes areas for general commercial uses. These areas are dispersed throughout the community.

The first proposed general commercial use is for the Pacific Coast Highway. This proposal amounts to a name change only, because the uses that presently occur along the highway are already of a general commercial nature. By current zoning classification, the Pacific Coast Highway is designated as "Service Commercial," but due to the existing uses and the proximity to a major arterial, it is felt that a more appropriate land use designation

would be general commercial. Design standards to encourage the use of compatible materials, colors, textures, and architectural styles should also be considered for the Pacific Coast Highway because it serves as a major image-maker for the community of Seal Beach. The County of Orange has designated the Pacific Coast Highway as an "Urbanscape Corridor, a route that traverses an urban area with a defined visual corridor which offers a view or attractive and exciting urban scene, and which has recreational value for its visual relief as a result of nature or the designed efforts of man." The circulation element and possibly urban design element should address the visual aspects of the Pacific Coast Highway.

A second area proposed for general commercial use is the parcel of land located behind the present Marina Palace along the San Gabriel River.

A third area is on either side of Seal Beach Boulevard directly adjacent and north of the San Diego Freeway. A benefit to be derived from the proposal on the west side of Seal Beach Boulevard is that it will tend to buffer the Rossmoor neighborhoods from the noise generated from a portion of the San Diego Freeway.

The fourth area proposed for general commercial use is the vacant area located directly across from the Rossmoor Center. This area can relate well to the existing general commercial of Rossmoor Center, and also have excellent access from Seal Beach Boulevard.

INDUSTRIAL

INDUSTRIAL LAND USE

Categories for light industry and for oil extraction are the only industrial land use categories that are felt appropriate for the City of Seal Beach.

EXISTING LIGHT INDUSTRY

The light industry land use category is represented by the North American Rockwell facility at the intersection of Seal Beach Boulevard and Westminster Avenue.

Proposed Light Industrial Uses

Two areas within the City are proposed to provide additional light industrial sites. The first is the parcel of land located directly adjacent to the North American Rockwell facility. The existing facility and future expansion will occupy approximately 90 acres of the total 120 acre site. It is recommended that the remaining 30 vacant acres be designated for light industrial use, hopefully in the form of an "industrial park" instead of being permitted to develop in a haphazard manner. An "industrial park" is the counterpart to a well-designed, landscaped residential subdivision. The advantage of this type of planned approach is that the community can compete for industry by offering fully serviced, protected sites for quality industry. An excellent example of this concept is the Irvine Industrial Park in Irvine, California.

The second proposal for additional industrial sites is for the parcel of land directly adjacent to and north of the San Diego Freeway and west of Seal Beach Boulevard. It is also recommended that this area be planned as an industrial park.

OIL EXTRACTION

Existing Oil Extraction Use

Oil extraction use has been shown on the Hellman properties located in an unincorporated County island behind Marina Hill.

Oil extraction on these properties is expected to continue for at least the time span of this Land Use Element. If the oil extraction operation were to cease and the property were to be annexed to the City of Seal Beach, then at that time the City could determine an appropriate land use designation.

MILITARY LAND USE

The function of the Seal Beach Naval Reserve Station is to provide the Navy and Marine Corps with a training area for amphibious warfare and other military activities.

Seal Beach Naval Reserve Station

The Seal Beach Naval Reserve Station is located on the eastern boundary of the Seal Beach Naval Reserve Station.

Seal Beach Naval Reserve Station

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MILITARY

MILITARY

MILITARY LAND USE

The function of the Seal Beach Naval Weapons Station is to provide the Navy and Marine Operating forces with ordinance weapons and ammunition.

Existing Military Use

The Seal Beach Naval Weapons Station occupies approximately 5000 acres of land, located on the eastern boundary of the Seal Beach community.

Proposed Military Use

The Naval Weapons Station plans to maintain the present operation for at least the life span of the Land Use Element.

The Weapons Station can be viewed as a positive element in that it provides visual open space, a relief from urban development for the community. The Naval Station also provides a definite boundary "edge" for a major portion of Seal Beach.

The Naval Station also serves as a necessary buffer for the preservation of a Wildlife Preserve in the marshland area near the Pacific Coast Highway. This natural preserve will be available to the public on a limited use basis, primarily at an observation station located in the marsh. Access will be provided via a pedestrian trail from the Pacific Coast Highway.

MILITARY LAND USE

The function of the Great Lakes Waterways Station is to provide the Navy and Marine Corps with a permanent base for the storage and maintenance of military equipment.

Existing Military Use

The Great Lakes Waterways Station occupies approximately 5000 acres of land, located on the western boundary of the Great Lakes waterway.

Proposed Military Use

The Great Lakes Waterways Station plans to maintain the present operation for at least the life span of the land use program.

The Waterways Station can be viewed as a permanent element in that it provides a permanent base for a relief from urban development for the area. The Waterways Station also provides a definite boundary "mark" for a major portion of the Great Lakes.

The Waterways Station also serves as a permanent buffer for the protection of a valuable waterway in the watershed area near the Waterways Station. This natural resource will be available to the public as a waterway for recreation and an observation station for the water. Access will be provided to a waterway trail from the Waterways Station.

QUASI-PUBLIC USED

The quasi-public designation on the Land Use Element map provides land users for those areas that are privately owned, but serve a public need.

Existing Quasi-Public Uses

The only quasi-public use designated on the Land Use Element map is the private San Diego County Club. It is recognized as a public facility, while being private, and provides a valuable open space and recreational resource for the community.

QUASI - PUBLIC

QUASI-PUBLIC

QUASI-PUBLIC USES

The quasi-public designation on the Land Use Element map provides land areas for those uses that are privately owned, but serve a public need.

Existing Quasi-Public Uses

The only quasi-public use designated on the Land Use Element map is the private Old Ranch Country Club. It is recognized that this golf course, while being private, does provide a valuable open space and recreation resource for the community.

PUBLIC

PUBLIC LAND USE

Public uses involve a wide range of places, buildings, activities and services rendered by public agencies in behalf of the general public. Administrative, educational, cultural, recreational and protective activities are the usual public uses included in this land use category.

The primary public land uses designated on the Land Use Map for Seal Beach are Parks and Open Space, Schools, Civic Center, City Yard, and the Pacific Electric Right-of-Way.

PARKS AND OPEN SPACE

Existing Parks and Open Space

The principal recreation and open space area for the City is the beachfront. Because the beachfront is more of a regional recreation attraction, it does not serve the immediate park and open space needs for the northern portion of the community. The Coastal Area and Marina Hill are served well by both the excellent beachfront and the fairly natural and unimproved Gum Grove Park. The College Park West neighborhood is served by Edison Park which is approximately 6 acres. The College Park East neighborhood has only two small existing parks, resulting in a park deficiency.

Proposed Parks and Open Space

The first proposal for additional park space is to expand the Gum Grove Park from the present location to Seal Beach Boulevard in order to allow suitable access from Seal Beach Boulevard. Edison Park in College Park East is presently programmed by the City to be expanded from the present 6 acres to 26 acres. The expansion will be primarily of an open space nature with minimal facilities.

The City has also programmed the development of "Heather-Lampson" Park in College Park East

PUBLIC LAND USE

Public land use is a broad term which includes all land owned by the State or Federal Government. It includes land used for public purposes, such as parks, schools, and government buildings. It also includes land used for private purposes, such as agriculture and industry.

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PARKS AND OPEN SPACE

Existing Parks and Open Space

The existing parks and open space in the City of Los Angeles are distributed throughout the city. The largest park is Griffith Park, which covers an area of 1,083 acres. Other large parks include Griffith Park, which covers an area of 1,083 acres. Other large parks include Griffith Park, which covers an area of 1,083 acres. Other large parks include Griffith Park, which covers an area of 1,083 acres.

Proposed Parks and Open Space

The first proposed park is the Griffith Park, which covers an area of 1,083 acres. The second proposed park is the Griffith Park, which covers an area of 1,083 acres. The third proposed park is the Griffith Park, which covers an area of 1,083 acres. The fourth proposed park is the Griffith Park, which covers an area of 1,083 acres.

The City has also proposed the Griffith Park, which covers an area of 1,083 acres. The Griffith Park, which covers an area of 1,083 acres. The Griffith Park, which covers an area of 1,083 acres.

to help alleviate the park deficiency in that neighborhood. Through conscientious design methods, the City can create very desirable and usable park spaces at the present and proposed park sites for the College Park neighborhoods.

A public access greenbelt has been proposed on the Land Use Map for the area along the San Gabriel River from the Pacific Coast Highway to the ocean, to allow for general public use by pedestrians and bicyclists. The last proposal for parks and open space is to convert the present County Flood Control Basin into a joint use facility for both park use and flood control purposes. The County of Orange has agreed to allow a joint use of this facility as long as the City can afford to fund the program.

SCHOOLS

There are two schools in the City: Zoeter Elementary School and McGaugh Intermediate School. Due to the very limited population growth proposed by the Land Use Element, no additional schools are proposed for the community.

CIVIC

Civic Center Functions

Civic Center functions are divided into four main categories: Administration, Police, Fire and Public Works. It is envisioned that the Administration offices will remain in the Coastal District at Eighth Street and Central Avenue, in the City Administration Building which was constructed in 1969. Fire Department services will continue to be administered from Fire Station No. 3 located on Beverly Manor Road and Fire Station No. 1 will continue to serve the portion of the City nearest the beach.

POLICE STATION

It is anticipated that the police station will be moved to a more central location and placed in a new building designed to meet the present functional, earthquake and security standards. The new facility will be located west of Seal Beach Boulevard between the Hellman Oil property and the Rockwell International facility. The present police station could be used for some other public use.

CITY YARD

It is anticipated that the City Corporation Yard will be moved to a more central location and placed in an up to date facility to better serve the needs of the City's residents. The new yard will be located to the west of Seal Beach Boulevard, adjacent to and west of the proposed new Police Station. The existing City Yard site should be designated for residential uses consistent with the surrounding development known as Bridgeport.

PACIFIC ELECTRIC RIGHT-OF-WAY

The Pacific Electric Right-of-Way has been depicted as a park use, to allow for future possible multiple uses such as open space, recreation, public facilities (e.g., library, senior citizens' center, Red Car Museum, etc.). A study should be carried out by the City to determine possible uses with the study to be based on user demands for public facilities, open space and recreation needs, and automobile parking for residential and commercial uses adjacent to the right-of-way.

BEACH PARKING

Additional Coastal Area land should not be committed to beach visitor parking; instead the concept of periphery parking in outlying areas with a transport system should be explored. The advantage of periphery parking is that beach visitors from inland Orange County could be intercepted and then transported to the beach via a tram/minibus system, thus alleviating traffic congestion directly adjacent to the beach.

SEAL BEACH PIER

The Seal Beach pier, one of very few piers in use today along the California coastline, should be maintained as its present use to allow for both fishing and pleasure walking to enjoy ocean amenities. Any needed repairs for the pier should be carried out so that the present use can be continued and enhanced.

It is anticipated that the City Department will be
 given a more central location and design as well as
 this facility to better serve the needs of the City's
 residents. The new facility will be located in the west of
 the City Center, adjacent to the west of the existing
 new Police Station. The existing City Hall will be
 designated for residential use consistent with the
 surrounding development plan as follows:

EXISTING FACILITY: CITY HALL

The existing facility is located on the east side of
 the City Center, adjacent to the existing City Hall
 and is used for various purposes including public
 works, police, fire, and other services. The facility
 is located on the east side of the City Center, adjacent
 to the existing City Hall and is used for various
 purposes including public works, police, fire, and
 other services. The facility is located on the east
 side of the City Center, adjacent to the existing
 City Hall and is used for various purposes including
 public works, police, fire, and other services.

NEW FACILITY

Additional City Hall land should be considered for
 development. The existing facility is located on the
 east side of the City Center, adjacent to the existing
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 public works, police, fire, and other services. The
 facility is located on the east side of the City
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 located on the east side of the City Center, adjacent
 to the existing City Hall and is used for various
 purposes including public works, police, fire, and
 other services.

IMPLEMENTATION

ACTION

In order to take advantage of the efforts of the Planning Commission and the City Council, the following plan shall be adopted by the Planning Commission and the City Council and the City Council shall be authorized to take such action as may be necessary to carry out the plan.

The Planning Commission shall be authorized to carry out the plan and the City Council shall be authorized to take such action as may be necessary to carry out the plan.

It is stated that the plan shall be adopted by the Planning Commission and the City Council.

1. The public hearing before the City Planning Commission shall be given 10 days prior to the date of the public hearing. (Additional public hearings may be held if necessary.)

2. Approval of the plan shall be by a majority of the Commission and the City Council. The City Council shall be authorized to take such action as may be necessary to carry out the plan.

IMPLEMENTATION

3. The public hearing shall be held by the City Council. Notice shall be given 10 days prior to the date of the public hearing. (Additional public hearings may be held if necessary.)

4. The Council shall adopt the plan by a majority of the Council. The Council shall be authorized to take such action as may be necessary to carry out the plan. The Council shall be authorized to take such action as may be necessary to carry out the plan. The Council shall be authorized to take such action as may be necessary to carry out the plan.

IMPLEMENTATION

IMPLEMENTATION

ADOPTION

In order to take advantage of the efforts expended in the preparation of the amendment to the existing Land Use Element, it should therefore be adopted by the Planning Commission and City Council and thereafter be put to maximum use.

The California State Conservation Planning and Zoning Act (Title 7, Chapter 3, Article 7) sets forth the procedure for the adoption of the Land Use Element.

It is stated that the Plan shall be adopted subsequent to:

1. One public hearing before the City Planning Commission. Notice is to be given ten days prior to said hearing. (Additional public hearings may be held if necessary.)
2. Approval of the Plan shall be by resolution of the Commission carried by the affirmative votes of not less than a majority of the total voting members.
3. The approved Plan shall be transmitted to the City Council.
4. One public hearing shall be held by the City Council. Notice is to be given ten days prior to said hearing. (Again, additional public hearings may be held if necessary.)
5. The Council shall adopt the Plan by resolution. If any part of the Plan is changed by Council, said change or changes shall be referred back to the Planning Commission for a report. Said report shall be made within 40 days of the referral. The Planning Commission need not hold additional public hearings on the changes.

INVESTIGATIVE

REPORT

In order to have adequate of the situation as
presented in the investigation of the situation in
the subject's case, it is noted that
the subject is being investigated by the
City Council and the subject is not being
investigated.

The California State Department of
Public Safety, Bureau of Investigation, is
also investigating the subject of the
subject's case.

It is stated that the City Council is
investigating the

1. The public hearing before the City
Council, Bureau of Investigation, is to be
held on the subject's case. The subject
is being investigated by the City Council
and the subject is not being investigated.

2. Approved by the City Council, the
subject of the investigation is to be
investigated by the City Council and the
subject is not being investigated.

3. The subject's case shall be presented
to the City Council.

4. One public hearing shall be held by the
City Council. The subject is to be
investigated by the City Council and the
subject is not being investigated.

5. The Council shall report the City Council
on the subject's case. It is noted that
the subject is being investigated by the
City Council and the subject is not being
investigated. The subject is being
investigated by the City Council and the
subject is not being investigated.

6. The Land Use Element shall be endorsed (signed) by the legislative body to show that it has been adopted.
7. A copy of the adopted plan shall be sent to the planning agency of the County.

Amending the Plan follows the same procedure as that established for adoption.

REZONING

Due to the enactment into law of Assembly Bill 1301, the City zoning map and ordinance will have to be in conformance with the Land Use Element map as of January 1, 1974. The intent of this law is to see that as development occurs it will be in conformance with both the zoning map and the Land Use Map. In the past, new development could be granted a zoning change that was possibly not in accord with the General Land Use Plan and therefore created a rather piece-meal approach to planning.

At the present time, the City of Seal Beach is planning to revise the zoning map and ordinance to conform to the Land Use Element following the adoption of the Land Use Element.

CODES AND ORDINANCES

Existing Zoning Ordinance

As discussed previously, the zoning ordinance will have to be reviewed to determine whether the standards and regulations are in conflict with the Land Use Element. Where conflict does arise, the zoning ordinance and map should be revised to reflect the requirements of the Land Use Element. There may be areas where both the zoning ordinance and the Land Use Element are in general agreement, but that the zoning ordinance will need to be strengthened to add support to the Land Use Element. This type of analysis can be carried out with an indepth revision of the Zoning Ordinance and map. This revision process should include:

1. Updated standards and development criteria.
2. Workshop sessions with elected officials and citizens to determine the goals to be achieved.
3. Public hearings on the proposed revisions.

Design Review Procedure

The City can in the future if necessary establish a Design (Architectural) Review Board to review all applications for the construction of new buildings. The goal of such a program is to improve site planning, generate a higher quality of appearance of structures, and of landscaping by both the private and public sectors. This program could easily be enacted for the Coastal Area where the higher densities require some sense of order.

Design (Architectural) criteria may include the following:

1. Building materials will be of a character deemed compatible with a beach environment (wood, brick, etc.).
2. Roofs shall have a low pitch with no flat roofs. (Flat roofs create a box-like appearance.)
3. Where colors are used, they will not be harsh or unharmonious.

The preceeding design criteria are of a general nature and should be developed for the particular community of Seal Beach, with the unique environment of the beach in mind. The design criteria would then be enforced through provisions in the zoning ordinance.

CAPITAL IMPROVEMENTS PROGRAM

One of the most important tools for implementing the Land Use Element is a program for capital improvements.

1. Modelled standards and development criteria.

2. Further assistance with selected standards and criteria to enhance the quality of the environment.

3. Public hearings on the proposed standards.

Public Hearing Process

The City has in the future its necessary facilities and services (including) public health and safety. The purpose for the construction of new facilities, the level of such a project is to provide the public with a higher quality of service and to meet the need of the community for such facilities and services. The project will be carried out in the future and the public hearing process will be held at that time.

Public (Architectural) standards for building the following:

1. Building materials will be of a high quality and meet the standards for the building materials (wood, brick, etc.).

2. Public health and safety will be of a high quality. Other public health and safety standards will be of a high quality.

3. Where necessary and possible, they will not be used or substituted.

The proposed building standards and of a high quality and should be carried out for the public health and safety. The public hearing process will be held at that time. The public hearing process will be held at that time. The public hearing process will be held at that time.

Public Hearing Process

One of the most important factors for building the public health and safety is a project for public health and safety.

A priority system should be established to determine which projects within this Land Use Element are to be specifically planned for and developed within the context of the Plan. It is then the responsibility of the City Administrator to make a final determination as to which projects will be included in the fiscal budget for submission to the City Council.

The following is a list of projects listed in order of their perceived priority in the context of the Land Use Element.

1. Heather-Lampson Park
2. Pacific Electric Right-of-Way
3. Main Street (Improvements in the public right-of-way)
4. County Flood Basin, joint use for park and flood basin

SPECIFIC OR PRECISE PLANS

Government Code Sections 65450 et seq. authorize the preparation and adoption of specific plans. Section 65451 of the Government Code provides as follows:

"Such specific plans shall include all detailed regulations, conditions, programs and proposed legislation which shall be necessary or convenient for the systematic implementation of each element of the general plan listed in Section 65302, including, but not limited to, regulations, conditions, programs and proposed legislation in regard to the following:

- (a) The location of housing, business, industry, open space, agriculture, recreation facilities, educational facilities, public buildings and grounds, solid and liquid waste disposal facilities, together with regulations establishing height, bulk and setback limits for such buildings and facilities, including the location of areas, such as flood plains or excessively steep or unstable terrain, where no building will

be permitted in the absence of adequate precautionary measures being taken to reduce the level of risk to that comparable with adjoining and surrounding areas.

- (b) The location and extent of existing or proposed street and roads, their names or numbers, the tentative proposed widths with reference to prospective standards for their construction and maintenance, and the location and standards of construction, maintenance and use of all other transportation facilities, whether public or private.
- (c) Standards for population density and building density, including lot size, permissible types of construction, and provisions for water supply, sewage disposal, storm water drainage and the disposal of solid waste."

The following areas of the community are recommended for specific plan application due to their critical location and future impact on the community.

Pacific Electric Right-of-Way

A specific plan should be developed for this parcel to determine the design and the user demand for public facilities, whether they be public buildings, open space-recreation needs, or automobile parking for adjacent residential and commercial uses. The question of what to do with this parcel of land has become a central issue, and therefore should be resolved, planned for, and then implemented.

be provided in the absence of adequate
provisions for the care of the
elderly and the disabled, and the
provision of adequate and necessary
services.

(b) The Commission and the Council of Economic
Advisers should be authorized to
conduct studies and make recommendations
to the President on the basis of
information received from the
Commission and the Council of
Economic Advisers, and the
President, and the Commission and
the Council of Economic Advisers
should be authorized to make
recommendations to the President
on the basis of information
received from the Commission and
the Council of Economic Advisers.

(c) Standards for population density and
building density, including for the
purpose of determining the
provisions for water supply, sewage
disposal, storm water drainage and the
disposal of solid waste.

The following areas of the economy are
recommended for specific planning
due to their critical position and future
impact on the economy.

Public Electric Supply

A specific plan should be developed for the
period to determine the design and the
demand for public electric supply, whether that be
public utilities, gas, water, and other
or automobile parking for various residential
and commercial uses. The question of what to
do with the parcel of land has become a central
issue, and therefore should be resolved, cleared
for, and then implemented.

Main Street

The perceived needs to aid in creating a unified, attractive, and inviting commercial environment have been discussed in detail in the Commercial Land Use section. A specific plan is now needed to research economic questions and then to formulate a design based both on aesthetics and on economics.

Los Angeles Department of Water and Power

This parcel of land, due to its critical location and impact both on economics for the community as a whole and as a physical impact on adjacent property, should be carefully planned for and developed as a whole unit much like the planned unit concept now used for residential developments.

REDEVELOPMENT AGENCY

California law provides a means for a city to redevelop run-down or blighted areas with or without the assistance of a Federal subsidy. This procedure has been used effectively by the City of Seal Beach in setting up the Seal Beach Redevelopment Agency, and in particular, the "Riverfront Redevelopment Project." Through this vehicle, the City has managed to acquire a major portion of the Pacific Electric Right-of-Way, and also induce the development of "Suburbia," a well designed single family residential area.

The future use of the Redevelopment Agency can become a prime mover in implementing the provisions of the Land Use Element, providing funds for public facilities where needed. Due to the present development of lands that are within the Agency boundaries, the Agency has a tremendous bonding capacity to see that dollars are available for necessary public facilities.

With the already established body of the Agency, plans should be developed to take aggressive action on particular parcels within the Agency boundaries. The Los Angeles Department of Water and Power land is probably the most critical parcel due to its present value and what

The proposed plan is to be submitted to the Board of Directors for their consideration and approval. The plan is to be submitted to the Board of Directors for their consideration and approval. The plan is to be submitted to the Board of Directors for their consideration and approval.

The Proposed Plan of the Board of Directors

This proposal of the Board of Directors is to be submitted to the Board of Directors for their consideration and approval. The plan is to be submitted to the Board of Directors for their consideration and approval. The plan is to be submitted to the Board of Directors for their consideration and approval.

Recommendations of the Board of Directors

The Board of Directors has reviewed the plan and has recommended that it be approved. The Board of Directors has reviewed the plan and has recommended that it be approved. The Board of Directors has reviewed the plan and has recommended that it be approved.

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the potential value may be. The agency should see that this land is developed in a manner that is consistent with the goals of both the Agency and the City. The following steps are recommended for completion of this project.

1. See that a plan be developed to include both an economic study and design criteria.
2. Put together a "package" for development of the parcel to include:
 - a. An organizational program to promote the project.
 - b. Financial consultants to explore financing of the project.
 - c. Consultation between the Agency, the property owner, and developers to help promote the project.

This approach can be taken on other possible parcels of land with the Redevelopment Agency boundaries, also. The City should not wait for major development to occur. They and their professional consultants should be ready to provide direct assistance to both developers and tenants. Such assistance can include formulation of technical design concepts, preparation of financial feasibility estimates for particular situations, and contact with major developers to discuss the potentials of Seal Beach. It is essential that the City and the Redevelopment Agency take an aggressive role in making sure that a feasible project is, in fact, obtained.

UPDATING AND PERIODICAL REVIEW

The Land Use Element should be reviewed periodically to ensure that it remains current. If unanticipated conditions warrant, the Plan can be amended, following technical study and public hearings by the Commission and Council.

CITIZEN PARTICIPATION

It is recommended that citizens' committee activities be encouraged and expanded so that the Land Use Element and all development programs can be based on maximum involvement and true reflections of the aspirations of the citizens.

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LAND USE ELEMENT SUMMARY REPORT



SEAL BEACH

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Haworth / Anderson / Lafor
City Planning
Seal Beach

The City of Seal Beach is located within the Los Angeles Basin in Western Orange County. The City's planning area contains over 11 square miles of land. Seal Beach is bounded by the Pacific Ocean, the cities of Long Beach, Los Alamitos, Garden Grove, Westminster, Huntington Beach and the unincorporated county territories of Rossmoor and Sunset Beach.

POPULATION PROJECTION

A very limited population growth of 2680 can be expected to occur within the City on the basis of policies proposed in the Land Use Element. The coastal area can be expected to increase approximately 1400 people if this area develops to the density proposed within the Land Use Element. The small parcel of land designated as low density residential located behind Marina Hill would add approximately 800 people. The high density residential area located directly behind the Rossmoor Center can be expected to increase approximately 330 new residents, and the medium density land use in the College Park East neighborhood can be anticipated to increase approximately 150 additional people to the City. When these situations occur, the population for the City can be expected to rise from a present population of approximately 27,400 to 30,080.

LAND USE SUMMARY TABLE

	Existing Acres	Additional Proposed Acres	Total Acres
<u>Residential</u>			
Low	602	40	642
Medium	599	6	605
High	143	13	156
<u>Commercial</u>			
Professional Office		3	3
Service	54	5	59
General	170	28	198
<u>Industrial</u>			
Light	71	60	131
Oil Extraction	100		100
<u>Quasi-Public</u>			
Golf Course	208		208
<u>Public</u>			
City Parks	12.7	25.5	38.2
Special Use Recreational	10.5		10.5
City Schools	18.4		18.4
Flood Basin Regional Park	38.0		38

1

Beaches	52		52
Fire Stations	1		1
Civic Center	0.6		0.6
City Yard	3	- 0.3	2.7
P.E. Right-of-Way	8.2		8.2
<u>Military</u>			
Naval Weapons Station	5000		5000
<u>Vacant</u>	<u>180.2</u>		<u>180.2</u>
TOTAL	7271.6		7271.6

RESIDENTIAL LAND USE

LOW DENSITY RESIDENTIAL PROPOSALS (Minimum lot area of 5000 sq. ft. per dwelling unit) The density classification allows for the typical subdivision patterns found throughout Southern California.

MEDIUM DENSITY RESIDENTIAL PROPOSALS (Minimum lot area of 2500 sq. ft. per dwelling unit; minimum lot area of 1875 sq. ft. per dwelling unit in District I south of Pacific Coast Highway) The medium density classification allows for a number of housing types: single family housing in clusters, town houses (i.e., a group of dwellings with common walls), two family housing arrangements on single lots, and other similar forms of multiple family housing.

HIGH DENSITY RESIDENTIAL PROPOSALS (Minimum lot area of 1350 sq. ft. per dwelling unit; minimum lot area of 1250 sq. ft. per dwelling unit in District I south of Pacific Coast Highway and Marina Drive) This density classification allows for the highest density considered appropriate for Seal Beach. The intensity of developments at this density requires detailed consideration of traffic circulation, relationships of larger buildings to each other and to open spaces, and the provision of usable outdoor living areas for residents.

It has been determined that the concept of high rise development and the densities associated with such structures is not in accord with the goals of the community. This residential classification will allow for the development of a two unit, or duplex, on the average lot in the Coastal area.

COMMERCIAL LAND USE

This proposed land use plan identifies locations for the following commercial categories: professional office, service, and general.

The existing commercial areas of the City vary widely in their appeal to the various sectors of the Community. The Rossmoor Center primarily serves low density single family neighborhoods with relatively large families. The Leisure World shopping area serves Leisure World residents, and the Pacific Coast Highway serves both local residents and transient shoppers. The Main Street commercial serves both local residents and, to some extent, beachgoing people from other areas. The diversity in market attraction of the various commercial areas indicates that each area should be treated differently than any of the others due to the particular clientele of each.

PROFESSIONAL OFFICE LAND USE

A variety of activities are covered by the proposed office category, including professional and medical offices of all types, architects, engineers, real estate and insurance offices, banks, savings and loan establishments and other types of financial activities.

SERVICE COMMERCIAL LAND USE

The uses in this category would consist of commercial establishments selling a broad range of convenience and consumer goods or providing a variety of personal services. The structures involved would usually to two main types: (1) those that are located along the streets with relatively heavy pedestrian traffic along the sidewalks, with the stores usually close to the right-of-way line, and (2) those establishments to which the customer travels by automobile, and where the stores may be set back from the road, possibly in a unified development, to provide parking.

GENERAL COMMERCIAL LAND USE

The proposed general commercial land use category is primarily a highway oriented type of commercial use typified by the following uses: automobile service stations, automobile sales, automobile repairing, motels and hotels, restaurants, and other related uses.

INDUSTRIAL LAND USE

Categories for light industry and for oil extraction are the only industrial land use categories that are felt appropriate for the City of Seal Beach.

3

PUBLIC LAND USE

Public uses involve a wide range of places, buildings, activities and services rendered by public agencies in behalf of the general public. Administrative, educational, cultural, recreational and protective activities are the usual public uses included in this land use category.

The primary public land uses designated on the Land Use Map for Seal Beach are Parks and Open Space, Beaches, Schools, Civic Center, City Yard, and the Pacific Electric Right-of-Way.

MILITARY LAND USE

The function of the Seal Beach Naval Weapons Station is to provide the Navy and Marine operating forces with ordinance weapons and ammunition. The Seal Beach Naval Weapons Station occupies approximately 5000 acres of land, located on the eastern boundary of the Seal Beach community.

IMPLEMENTATION

Existing Zoning Ordinance

The zoning ordinance will have to be reviewed to determine whether the standards and regulations are in conflict with the Land Use Element. Where conflict does arise, the zoning ordinance and map should be revised to reflect the requirements of the Land Use Element. There may be areas where both the zoning ordinance and the Land Use Element are in general agreement, but that the zoning ordinance will need to be strengthened to add support to the Land Use Element. This type of analysis can be carried out with an in depth revision of the zoning ordinance and map.

Capital Improvements Program

One of the most important tools for implementing the Land Use Element is a program for capital improvements.

A priority system should be established to determine which projects within this Land Use Element are to be specifically planned for and developed within the context of the Plan. It is then the responsibility of the City Administrator to make a final determination as to which projects will be included in the fiscal budget for submission to the City Council.

The following is a list of projects arranged in order of their perceived priority in the context of the Land Use Element.

4

1. Heather-Lampson Park
2. Pacific Electric Right-of-Way
3. Main Street (improvements in the public right-of-way)
4. County Flood Basin, joint use for park and flood basin

Pacific Electric Right-of-Way

A specific plan should be devised for this parcel designating it as a park and public use area with limited commercial and residential parking attendant to adjacent land uses. The question of what to do with this parcel has become a central issue, and therefore should be resolved, planned for, and then constructed.

Main Street

The perceived needs to aid in creating a unified, attractive, and inviting commercial environment have been discussed in detail in the Commercial Land Use section. A specific plan is now needed to research economic questions and then to formulate a design based both on aesthetics and on economics.

Los Angeles Department of Water and Power

This parcel of land, due to its critical location and impact both on economics for the community as a whole and as a physical impact on adjacent property, should be carefully planned for and developed as a whole unit much like the planned unit concept now used for residential developments.

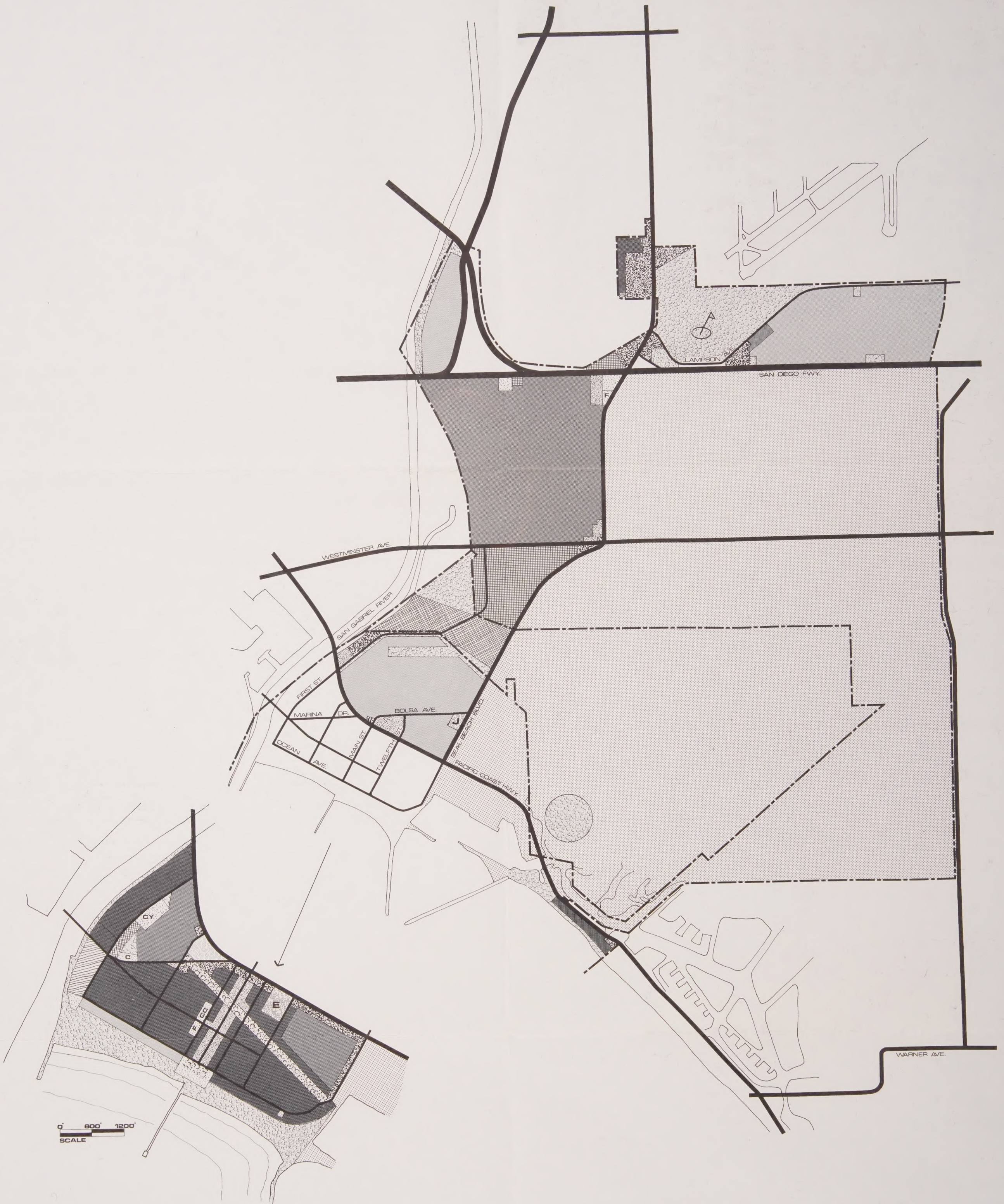
Redevelopment Agency

The future use of the Redevelopment Agency can become a prime mover in implementing the provisions of the Land Use Element, providing funds for public facilities where needed. Due to the present development of lands that are within the Agency boundaries, the Agency has a tremendous bonding capacity to see that dollars are available for necessary public facilities.

Updating and Periodical Review

The Land Use Element should be reviewed periodically to ensure that it remains current. If unanticipated conditions warrant, the Plan can be amended following technical study and public hearings by the Commission and Council.

5



CITY OF SEAL BEACH LAND USE PLAN

SCALE 0' 1000' NORTH

RESIDENTIAL

- LOW DENSITY**
MINIMUM LOT AREA - 5000 SQ. FT./D.U.
- MEDIUM DENSITY**
MIN. LOT AREA - 2500 SQ. FT./D.U.
MIN. LOT AREA PLAN DIST. 1 - 1875 SQ. FT./D.U.
- HIGH DENSITY**
MIN. LOT AREA - 1350 SQ. FT./D.U.
MIN. LOT AREA PLAN DIST. 1 - 1250 SQ. FT./D.U.
- RESIDENTIAL/COMMERCIAL PARK**

PUBLIC

- PARKS & OPEN SPACE**
- SCHOOLS**
- PUBLIC** CC - CIVIC CENTER
CY - CITY YARD
F - FIRE STATION
C - COMMUNITY CENTER

COMMERCIAL

- PROFESSIONAL OFFICE**
- SERVICE**
- GENERAL**

QUASI-PUBLIC

- GOLF COURSE**

INDUSTRIAL

- LIGHT**
- OIL EXTRACTION**

MILITARY

- MILITARY**

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